

FRIDAY, JULY 21, 1911.
Fair to-day and to-morrow; no change in temperature; light southerly winds.

BOTH SUBWAY BIDS REJECTED

BUT NEW LINES MAY BE GIVEN TO R. R. T. TO-DAY

By Majority Vote of Estimate Board
Majority Notice He Will Veto
B. R. T. Interborough Last 10 to 6
and Brooklyn Company by 11 to 5.

The Interborough company's transit proposition was rejected yesterday by the Board of Estimate. The conference committee of the board and of the Public Service Commission presented a report urging the adoption of the Interborough's terms, but the report was thrown out by 10 votes to 6. Those who voted against the acceptance of the report were Mayor Gaynor, Comptroller Pendergast, President Mitchell of the Board of Aldermen, each of whom has 3 votes, and Borough President Greaser of Queens, who has 1 vote. Those who favored the Interborough's proposal were Borough Presidents McAneny of Manhattan, 2 votes; Steers of Brooklyn, 2 votes; Miller of the Bronx, 1 vote, and Cromwell of Richmond, 1 vote.

Next a motion was made to adopt that part of the McAneny-Wilcox report giving the whole of the new lines to the Brooklyn Rapid Transit Company. The vote in favor of this resolution was 11 to 5. Cromwell switching over, but as the law provides that such a resolution to pass when first introduced must have the assent of three-fourths of the members of the board it failed to pass. Thereupon the meeting was adjourned until to-day, when a majority vote will be needed to pass the resolution giving the new lines to the B. R. T.

Mayor Gaynor made it plain that he will veto the B. R. T. resolution should it be adopted. His veto power, however, extends only to new routes not yet adopted by the Board of Estimate and the Public Service Commission. Most of the trunk lines which would go to make up the new system have been formally approved of, so that the Mayor would have no authority over these. One of the members of the Board of Estimate who voted against the Mayor said after the meeting:

"I don't think that the Mayor's threat, even if it should be carried out, will tend to delay matters much. It will take five years, according to the reports of the engineers of the Public Service Commission, to build the whole system which has been mapped out. Mr. Gaynor has about two and a half years to serve before his term expires, and even should he veto the lines already adopted, and they are the less important ones of the system, the city would be able to complete the whole plan at the end of the five years, always supposing of course that the head of the new administration overruled Mr. Gaynor's veto."

When Chairman Wilcox learned the result of the meeting of the Board of Estimate he at once communicated with President Shonts of the Interborough company asking for a conference at an early date with a view to bringing about the third tracking of the elevated roads in this borough. These elevated extensions were part of the Interborough plan. Mr. Wilcox and his colleagues of the Public Service Commission are of the opinion that the city's traffic demands the adding of the additional tracks to the elevated roads, and it is for the purpose of considering this question as one apart from subways that Mr. Wilcox asked for the conference with Mr. Shonts.

Mr. Wilcox intimated yesterday that if the Interborough company would agree to terms which the city could accept the commission would issue a certificate of necessity for the third tracking of the elevated lines. The question of the opening of the Steinway tunnel will also be considered at the conference.

The old council chamber in the City Hall was jammed to the doors when the Mayor called yesterday's meeting to order. There was a noisy crowd, too, and it was divided into factions. Part of it applauded Mr. Gaynor when he deprecated the making of a contract with the B. R. T. on the terms proposed by the conference committee, and another section cheered Mr. Mitchell's opinion that the new lines should be awarded to the Brooklyn company. These authorities became so frequent that the Mayor threatened to have the room cleared unless the interruptions ceased. After that there was calmness.

After the vote against the Interborough had been announced Mr. McAneny said: "The board having rejected the resolutions of the committee referring to the Interborough Company, we under the procedure laid down in the report of the committee will come to the matter of the Brooklyn Rapid Transit Company."

Mr. McAneny then took from under his desk a set of prepared resolutions giving the new lines to the Brooklyn company. After reading them he said: "I move the passage of these resolutions and ask the board to enter into what I consider a binding moral agreement with the Brooklyn Rapid Transit Company or some new company yet to be formed by it for the operation of the subways which we have refused to the Interborough company."

"With what corporation would this contract be made?" asked the Mayor.

"It would be made with the Brooklyn Rapid Transit Company or some new corporation to be formed to take over the operation of the present Brooklyn Rapid Transit Company," he replied.

"How can you make an agreement of contract with a company which may or may not exist?" persisted the Mayor.

Mr. McAneny explained that the passage of his resolution would not mean that the board would be making a contract with the Brooklyn company, but would open the way for a contract. The adoption of his resolution, he added, was merely handing the city to enter into an agreement with the B. R. T., an agreement, he thought, that the city was bound to now.

The Mayor didn't see it that way. "It is a most strange," he remarked, "that the board is preparing to go ahead and enter into some sort of arrangement with a corporation not yet in existence and which, when the time comes for the making of the arrangement, may be some existing company with which the city would not deal. In my opinion the

RACETRACK BILL DEFEATED

ASSEMBLY REJECTS GITTINS MEASURE BY 63 TO 53.

Thirty-four Absentees and a Motion to Reconsider To-day Is Adopted—Advocates Hope to Get Enough Votes to Pass It—Opponents Say It's Dead.

ALBANY, July 20.—The spirit of the racing fraternity, raised high by the passage in the State Senate yesterday of the Gittins racetrack bill proposing to relieve officers and directors of racing associations from criminal liability when gambling happens on the tracks without their knowledge, fell to-day when the Assembly defeated the bill by a vote of 53 ayes to 63 noes.

There are 150 members of the Assembly and it requires 76 affirmative votes to pass a bill in the House. There were 34 members absent on the roll call on the Gittins bill. As soon as the vote was announced Majority Leader Alfred E. Smith moved to reconsider the vote by which the bill was lost, for the purpose of calling it up again to-morrow in a final effort to pass it. This motion was adopted without comment.

The general opinion to-night is the Gittins bill is dead and that it has no chance of passing the Assembly to-morrow. Nevertheless friends of the racing interests were hopeful to-night that at least twenty-three of the Assemblymen absent to-day or present and refusing to vote would support the bill to-morrow. Both Democrats and Republicans, however, expressed doubt about it. Canon Chase and the Rev. G. R. Miller and others of the reform element were on the Assembly floor when the vote was taken, and to-night the clergymen were confident that they had won and that to-morrow's effort to pass the bill would fail.

Those absent or present and not voting were:

Democrats—Assemblymen Blauvelt, Bush, Coard, Dawson, Donovan, Egan, Fitzpatrick, Fry, Gerhardt, Gillen, Hollman, Monckynski, J. J. O'Neill, Patrie, Schifferdecker, Sheide, Washburn, Zorn, Speaker Frisbie.

Republicans—Assemblymen Abert, Branton, Connell, Goodman, Hinman, Lincoln, J. S. Parker, C. W. Phillips, Pierce, Sullivan, Talmage, F. A. Walters, White, Winters.

Independence League—O'Connor.

The Republicans who voted for the bill were Assemblymen Jones of Jefferson, Nolan and Waters of Albany, Pappert of Monroe. The Democrats who opposed the bill were Assemblymen Beach, Bridenbecker, Chauler, Collin, Day, Drummond, Evans, Geaton, Gunnitt, Hoyt, Huber, Larue, McDonalds, Miller, Saunders, Trombly and Wheeler.

The debate on the bill was practically a repetition of the discussion had on the Gittins bill in the Senate. Assemblyman Oliver arraigned the friends of the bill so severely that ex-Lieut. Gov. Chauler, who was in the chair at the time, insisted that Mr. Oliver would have to eliminate personalities.

Assemblyman A. J. Levy and Shortt discussed the present law and the Gittins amendment from a legal standpoint. They insisted the statute which made officials of racing associations or of any other body guilty of crime when they had no knowledge of it was radically unfair. Mr. Shortt insisted he knew the supporters of all the anti-racetrack gambling legislation of the past and knew they were inspired by commendable efforts. He felt, however, that in this instance they had gone too far and was compelled by a sense of fairness to support the Gittins bill.

Assemblyman Weil, a Democrat, Manhattan usually had little money to do than play pinocchio or poker for money in the summer and under the gambling law they could be arrested and prosecuted. Pinocchio and poker was a constant practice of most of the lawyers in the summer. Mr. Weil said, because the courts were closed and they had nothing more serious on their minds. Assemblyman Wendt said that if the lawyers of Manhattan were devoting their time to playing poker the attention of the Appellate Division ought to be called to the fact.

Minority Leader Merritt said that horse racing in this State could never be conducted without gambling. People up in St. Lawrence county, he said, didn't care much for horse racing anyway and they were opposed to any interference with the laws which might encourage gambling. Assemblyman J. S. Phillips of Albany expressed similar sentiments, which brought the suggestion from Mr. Oliver that the people in St. Lawrence and Albany counties never got any further away from home than the county fair and knew nothing about big cities and racetracks.

Majority Leader Smith insisted that millions of dollars worth of property tied up in the racetracks was only one reason why a great majority of the people wanted the legitimate end of racing permitted to continue.

Lawyers of all political parties, he insisted, agreed that the Gittins bill was a sane proposition which ought to be enacted into law.

ETHEL BARRYMORE HERE.

Travelled in Seclusion—She's Very Tired and Hasn't a Thing to Say.

Ethel Barrymore reached New York yesterday on the Twentieth Century Limited from Chicago. She got off the train at Harlem station, where she was met by two women friends and whisked away in a taxicab.

Miss Barrymore looked tired and told inquirers that she would spend some time quietly in New York.

"I'm very tired and really haven't anything to say. The trip from San Francisco was a hard one," she said.

In the train Miss Barrymore had a stateroom all the way from Chicago and saw no one except those travelling with her. Miss Louise Drew, William Frank, her manager, and George Drew Mendum. The two friends at the station greeted Miss Barrymore affectionately. They refused to give their names.

A Drink for Ladies—Clover Club Cocktail, but made with smooth dry English Pilsener. Undisturbedly delicate. At all clubs, hotels, cafes, and restaurants.

WATCH ON CHOLERA CARRIERS.

Every Immigrant Arriving at American Ports to Be Examined.

WASHINGTON, July 20.—The Treasury Department to-day issued a formal order to all national, State and local quarantine officers requiring a bacteriological examination of every steamer passenger arriving at an American port from ports or places infected with cholera. Immigrants will not be passed through quarantine in the future unless it is proved by such a test that they are not cholera carriers.

This is the most thorough and certain guard against cholera infection which could be maintained. No periodical quarantine in which the immigrants are held for several days to see whether cholera develops is ever a certain safeguard. Although cholera usually develops within ten days quarantine period there are many cases on record of cholera carriers harboring infectious germs without appearing ill for several weeks, and even as long as sixty-nine days.

The bacteriological examination, however, is infallible, and in issuing this order the Treasury Department has taken the last step to prevent the spread of cholera into the United States.

ALBANY, July 20.—Charles N. Bulger, special commissioner appointed by Gov. Dix to investigate the administration of Dr. A. H. Doty, Health Officer of the Port of New York, has been directed by the Governor to-day to proceed with his investigation as so not to interfere with the staff of employees in that department.

The Governor took this action because of the cholera situation at the port of New York and is anxious that there shall be no interference with Dr. Doty's work or the duties assigned to his assistants.

ONE MORE DEATH IN QUARANTINE.

Francesca Accordia, an Italian woman who was a steamer passenger by the steamship Moltke, died of cholera yesterday afternoon at Swinburne Island Hospital. Health Officer Doty reported all well at Hoffman Island after the afternoon inspection. Steamer passengers and crew of the steamship Perugia, detained at Quarantine, were in good shape.

The Italian Line steamship Principe di Piemonte, from Naples and other ports of the Mediterranean, arrived yesterday with 116 cabin and 316 steerage passengers, a crew of 123 and two stowaways. She had aboard two cases of measles and six cases of whooping cough, the latter developed on the trip. Otherwise all hands were well. She was held in Quarantine for further examination.

ITALY'S CHOLERA RECORD.

Many Cases and Deaths in Naples and the Southern Provinces.

LONDON, July 20.—The Italian Government will not permit telegrams relating to cholera to be sent from the country, but mail advices from Rome say that the official report from the city of Naples for the five days ended July 16 shows 64 cases and 21 deaths.

In the province of Naples there were 48 cases and 19 deaths; in Palermo 62 cases and 19 deaths.

In Palermo province 15 cases and 30 deaths occurred; in Salerno province 20 cases and 11 deaths; in Caserta province 21 cases and 9 deaths; in Avellino province 3 cases and 1 death, and in Trapani province 2 cases and 1 death.

VICTIM OF CHOLERA.—Four victims of cholera are dead here.

MAID GETS NO LIFE PENSION.

Claim on Her Mistress's Estate Dismissed With Costs.

A suit brought by Mabel Kavanagh against Daniel Seymour and Louis F. Therasson as executor of the will of H. Louis Mulford was dismissed yesterday by Supreme Court Justice Newburger because the plaintiff failed to appear, and the defendants got a judgment for \$500 extra allowance against the plaintiff for their work in preparing the defense, which required the service of handwriting experts and detectives.

Mr. Mulford died in 1909, leaving property at 254 West Seventy-second street worth \$50,000. Soon after her death the plaintiff, who had been her maid, produced what she alleged was a copy of a document written by Mrs. Mulford in 1906, a month after she employed the plaintiff, in which she agreed to give the plaintiff \$13 a month for life and permit her to occupy the second floor of the West Seventy-second street house. The executors figured out her claim against the estate at \$16,188. She alleged that she gave the original of the document to Mr. Therasson and that he refused to return it, but the executor said he never saw it.

She asked for an extra allowance Mr. Seymour said that the plaintiff's claim was "ingeniously and cunningly fabricated" and that he had evidence to show that the paper on which the plaintiff said she had made a copy of the document was sold months after the copy was dated.

A MOTHER ATTEMPTS SUICIDE.

Young Woman and Children Without Food for Three Days.

Rose Rattuck, 28 years old, of 12 Willett street was arraigned before Magistrate Butts in the Essex Market court yesterday charged with attempted suicide. She admitted her guilt, pleading that she was desperate and irrational at the time she tried to end her life. She was held under \$1,000 bail. The Magistrate said that hers was a most pitiable case.

Yesterday morning at about 10 o'clock the janitress of the Willett street house smelled gas in Mrs. Rattuck's apartment, and forcing open the bathroom door found Mrs. Rattuck unconscious on the floor. The gas jet had been turned on full force.

Policeman Miller of the Thirtieth precinct was called and he summoned an ambulance. The surgeon and the policeman revived the woman. According to Miller she told a woful story.

She said Miller alleged, that she was married and had three children, whose ages range from 2 to 7. Her husband was out of work and for three days neither she nor her children had tasted food. In her weak condition her husband beat her, she told Miller. In court yesterday she bore marks on her face of the latest alleged assault. She said she could stand the misery no longer.

On the recommendation of Assistant District Attorney Koenig Mrs. Rattuck was placed in the custody of the United House of Pines, which will care for her and her children and get a job for her husband.

STRANG, AUTO RACER, KILLED

WHILE AIDING COMMITTEE IN RELIABILITY RUN.

Car Turns Turtle and Footboard Breaks the Driver's Neck—Held In by Wheel and Could Not Jump, as Other Occupants Did—Was Going at Low Speed.

RICHMOND CENTRE, Wis., July 20.—Pinned behind the wheel of his Case car and unable to save himself by jumping, Lewis P. Strang, hero of scores of sensational auto race finishes, was instantly killed near Blue River this afternoon when his machine turned turtle, going down an embankment. His neck was broken when hit by the footboard.

Strang accompanied the technical committee of the Wisconsin Automobile Association on its annual reliability run, which started on Monday morning at Milwaukee. Occupying the car with him were J. W. Tufts, Milwaukee; Lester A. Clark, Lancaster, and Joe Jagersberger, a Case driver, who acted as mechanic. When the machine began to leave the road these three jumped and escaped unhurt. All deny that the car was going rapidly, but say that Strang seemed exceptionally careful to avoid an accident.

A farmer's wagon was going in the same direction and it was when Strang turned out to pass it that the accident which caused his death took place.

Strang, it is said, had not fully recovered the strength of his arm, which he broke in an auto race in Kenosha on June 18 last when his machine went through a fence. It was also said that he was morose following the divorce his wife got from him some time ago.

The body was recovered by Jagersberger with the assistance of several farmers. He remained behind to look after the funeral arrangements of his friend. He said: "At Indianapolis I was spilled out going eighty-five miles an hour and escaped without a scratch and here is poor Louis killed in a reliability run in which he is not even a competitor."

Lewis Putnam Strang's last appearance in an automobile race was at Indianapolis, where he handled one of the Case cars. He was manager of the racing team for the Case company. Strang was only 26 years old and was born in this city. He started driving in automobile races in 1905 at Elkwood Park track and has competed in many important events.

Strang's greatest year as a racing driver was 1908. That year he won the road races at Lowell, Briarcliff and Savannah. In 1909 he made a number of speed records on the Atlanta speedway and last year he also did some fast driving on the Indianapolis speedway.

In 1908 he married Jeanne Louise Spaulding, who was known on the stage as Louise Alexander. Strang and his wife separated and later she got a divorce from him.

He took up aviation last year, but later returned to motoring. He helped design the Case racing cars and appeared with them in races this year at Jacksonville and Indianapolis.

He was in many accidents and rode in cars when mechanics were killed. It had always been expected that he would meet with a fatal hurt in a race, but his end came when taking part in an ordinary road tour.

HARVARD JUNIOR WEDS.

Julian Malcom, 13, Married in Jersey to Florence Scott.

Julian Malcom, the second son of the late George J. Malcom of the Stock Exchange firm of Malcom & Coombe, was married at the city hall in Jersey City yesterday afternoon to Miss Florence Scott of Rochester, N. Y. Mr. Malcom is a junior at Harvard and is 21 years old.

Mr. Malcom and Miss Scott appeared at the city hall in the afternoon and told one of the porters that they wished to be married. The porter led them downstairs to the office of the Board of Health and Vital Statistics in the basement, where Malcom took out a wedding license. The ceremony was performed immediately by Justice of the Peace William J. Burke, Mayor Wittmann's messenger.

The bridegroom said in his application for the license that he was the son of George J. Malcom and Beulah A. Benham and that he was born in Morristown, N. J., on February 2, 1890. The couple said that they had contemplated matrimony one month. The Jersey law does not require both parties to give their parents' names.

The Malcom town house has been at 50 East Fifty-second street. Mrs. Malcom let the house last winter and went to live at the Stratford. She is now visiting her sister, Mrs. Harrison, at Woods Hole.

George J. Malcom, father of the young man, disappeared from the Fall River liner Priscilla last October while on his way from New York to his country home at Hyannisport, Cape Cod. His body was found a week later in the Sound off Fort Schuyler. Mr. Malcom had been suffering from a nervous breakdown following the death from scarlet fever of his youngest son, William, the preceding June.

HOBOES IN SENATE HALL.

J. Eads How Wants Quarters for His Convention of the Unemployed.

J. Eads How of St. Louis, who founded the National Committee of the Unemployed, is back in New York to arrange for a national convention of the unemployed in Washington from September 1 to 4. A conference held last night endorsed the call for the convention and promised to elect delegates.

Alexander Law, who has run for Mayor more than once, apparently as the candidate of the Eight Hour League, which he helped to organize, said at last night's meeting that the unemployed committee will ask President Taft for the use of the Senate chamber in Washington for the unemployed convention. It will also, he said, appeal to Champ Clark, Vice-President Sherman and the superintendent of buildings in Washington and if the committee fails to get the Senate chamber for the convention it will try to get the hall of the Representatives.

Through enjoyment with a motor boat requires the reliability of the "Gurney" Dredge. A few for prompt deliveries. The Atlantic Co., 30 Church st.

TRAFFIC SQUAD TO BE SAVED.

Senate Passes the Wagner Amendment Under Emergency Message.

ALBANY, July 20.—Under an emergency message from Gov. Dix which permitted the immediate passing of the bill the Senate to-night passed Senator Wagner's amendment to the three platoon police law of the present year exempting from its provisions the traffic squad of the New York city Police Department. This is the amendment urged by the Merchants Association and Commissioner Waldo for the purpose of preserving the present efficiency of the squad.

The Wagner bill also permits Commissioner Waldo to increase the strength of the traffic squad 100 additional men if he deems fit. Senator Hamsperger of Buffalo was the only Senator to vote against it.

THINK MILDRED'S MARRIED.

License Issued to Runaway in New Haven on Tuesday.

The family of Mildred Rudd, the sixteen-year-old runaway girl of 1579 Morris avenue, learned from New Haven yesterday that a marriage license had been issued on Tuesday in that city to her and Vincent G. Micari, commonly known as "Duke," the chauffeur with whom she was acquainted. Both gave their ages as 21.

All the clergymen in New Haven who have telephones were called up yesterday by Mr. Rudd, but none of them had married the couple. The New Haven police are on the case.

Circulars have been issued by Mr. Rudd bearing a picture of the chauffeur, which was obtained from his registration card, together with a description of the couple. The circulars have been sent to the police of various cities and towns in New England and New York.

Mildred, accompanied by her brothers Elmer and Howard, went to a party in The Bronx on Monday evening. One of the guests was the chauffeur, who was employed by a neighbor of the family. He and Mildred disappeared and the brothers came home without their sister. The girl has telegraphed home that she is Mrs. Daly.

ALBANY BURGESSSES TO GO?

Senate Passes the Bill to Abolish the Military Organization.

ALBANY, July 20.—The Senate to-night passed the McManus bill abolishing the Albany Burgessses Corps as a military organization. The vote for the bill was 44 yeas to 1 no. Senator White.

U. S. SUES SMELTING TRUST.

Asks \$2,500,000 Because of Alleged Illegal Coal Land Entry.

DENVER, July 20.—A suit was filed in the Federal Court this afternoon by Special Assistant United States Attorney General D. B. Townsend against the American Smelting and Refining Company for \$2,500,000 damages for alleged conspiracy and fraud in acquiring 2,415 acres of coal land in the Trinidad coal fields of the Pueblo land district.

The suit is for damages and not to set aside the patents of the land so that the innocent purchasers of the lands may not suffer.

The complaint is signed by Attorney General George W. Wickersham. It recites that the lands were acquired by means of sixteen dummy entrymen acting for the defendant company. The lands were filed upon in July, 1902.

The filing of this suit marks the culmination of an investigation of several years. The Government has been in a quandary as to where the suit should be brought. It was first proposed to bring it in New Jersey, the home of the defendant corporation.

MRS. WHITNEY GETS GEMS.

Valuables Turned Over to Owner After Thief Pleads Guilty.

BOSTON, July 20.—Mrs. Payne Whitney of New York visited police headquarters this morning to identify a necklace and gold cigarette case lost on July 8 on a train while she was on the way from New York to Manchester.

Israel Davis, a negro, who at the time of the loss of the jewelry was a porter on the train, was arrested on Tuesday in the act of disposing of the necklace in a pawnshop. Davis appeared in the Municipal Court this morning charged with the larceny of the necklace. He entered a plea of guilty and the case was continued for disposition to July 24. Mrs. Whitney identified her property and signed a receipt enumerating the value of them at \$1,028.

Besides the necklace and cigarette case a gold hatpin holder, a gold stamp box, a gold bonbon box, a number of toilet articles and a green morocco bag were received for.

AN OARSWOMAN MISSING.

Hannah Riener's Empty Boat Found at City Island—Disappeared Tuesday.

Bronx detectives and men from the harbor squad spent yesterday in and around Pelham Bay trying to find some trace of Miss Hannah Riener, a twenty-one-year-old dressmaker, who disappeared last Tuesday. Mrs. Rachel Riener, mother of the young woman, let the police know yesterday that she had not seen her daughter since Tuesday, when she left home to go rowing in Pelham Bay. She lived with her mother at 1653 Bathgate avenue, The Bronx.

Miss Riener, who has spent much of her leisure hours on the water this summer, obtained a rowboat as was her custom from Frank Gross, who has a boat livery in Pelham Bay Park. Tuesday afternoon early that evening the boat was stranded by the tide on Belden Point, City Island. There were no oars in the boat. Gross recognized it as the boat he had rented to Miss Riener and told her brother, Samuel Riener, of the occurrence. The girl's family tried for a day or two by themselves to find some trace of her and then told the police.

Yesterday the woods near the bay were searched and a part of the bay itself was dragged, but no clue developed. The police believe the girl was drowned. She could not swim. She was in the habit of taking a book with her and spending part of the afternoon reading while the boat drifted.

Miss Riener left with Gross before she started a pocketbook containing some change and several letters from a girl friend. Her parents say she had no love affair.

DICK YACHT'S GUNS GUARD AMERICANS

Women Rescued From Grave Peril in Capture of Cape Haytien.

Special Cable Despatch to THE SUN.

CAPE HAYTIEN, Hayti, July 20.—Anarchy reigns in this northern city of the Black Republic, and if it was not for the presence of the steam yacht American, which is owned by Evans R. Dick of New York, Americans and other foreign residents of the place would have to take their chances of injury at the hands of the revolutionists. Most of the men became strong opponents to the present Simon administration as soon as the rebels came within sight of the outlying districts of Cape Haytien.

The American arrived here yesterday forenoon from New York and found the United States gunboat Petrel had left some hours before it became known that there was danger of the city falling into the hands of the revolutionists. Once the black rebels marched into Cape Haytien every one here was hurrying for them and cursing President Simon. Disorders broke out almost immediately.

The American kept her searchlight playing on a house where a number of Americans, who have been building a railroad here, placed their wives for safety.

The slight resistance offered by the police and officials loyal to the Simon regime was soon overcome and the revolutionists took possession of the public buildings at daybreak this morning, while a number of Generals and others fled to the mountains. There was considerable indiscriminate shooting and many in offensive people were wounded.

As many American women as could be found were taken on board the steam yacht and her owner announced that he would use the rapid fire guns on the craft in defence of the refugees if it became necessary pending the arrival of the American warship.

Mr. Dick cabled to the Washington authorities asking to be released from a bond he had given before leaving New York that he would not use the weapons with which the American was equipped in Haytian waters, and when he received a reply saying that such permission or release could not be granted he decided to run the risk of getting into difficulty with his own Government and sent word to the limit in protecting their lives and property. The situation is very grave.

WASHINGTON, July 20.—In an effort to afford protection to the American Minister and other Americans who, according to despatches, may be in danger in the revolution which has spread over a large part of Hayti, President Taft directed this afternoon that the fastest formidable warship in the service be dispatched at once to Port-au-Prince. Accordingly the scout cruiser Chester was selected.

The Chester is regarded as the swiftest of the three new scout cruisers, practically sister ships; she is able to make approximately twenty-six knots under forced draught. The Salem is perhaps her equal and she may be ordered to follow the Chester if the situation grows worse. The Birmingham, the third of the three, is laid up for repairs.

Orders were wired by acting Secretary of the Navy Winthrop this evening to Rear Admiral Osterhaus, commanding the Atlantic fleet, directing him to detach the Chester from his command, and start her on the cruise to Hayti immediately. The Chester's ability to make good time will depend on her supply of coal. If this is short she will coal at New London.

Inasmuch as the Chester has been out of port but a few days it is likely she has sufficient coal for the run to Norfolk or Guantanamo. If her bunkers are full she will be able to save a day or two and should arrive at Port-au-Prince within five days. The Chester is commanded by Commander B. C. Decker.

The cruiser Des Moines, commanded by Commander J. W. Oman, left Boston at 10 o'clock this morning to go at full speed to Hayti. Both vessels are ordered to Port-au-Prince, but their destination may be altered en route by wireless if necessary.

The converted gunboat Peoria was ordered to Hayti from San Juan yesterday, but a despatch to the Navy Department to-day said that the vessel was undergoing necessary repairs and could not leave before to-morrow.

The gunboat Petrel was reported by her commander to have left Port-au-Prince yesterday for Gonaives on orders from Henry W. Furness, the American Minister. Both Mr. Furness and Consul Livingston in several cablegrams to the State Department urged the necessity for the presence of one or more warships there as soon as possible. The Petrel first was ordered from Guantanamo and next day on her arrival she was sent on to Gonaives to protect Americans who are building a railroad in that vicinity. A large shipment of stores had just been received, and since revolutionists have taken the town it is feared they may be injured or looted.

Mr. Furness's despatch telling of the occupation yesterday afternoon of Cape Haytien by the rebels was considerably delayed. This caused increased anxiety on the part of the State Department. Under instructions to warn the Haytien

NO U. S. WARSHIP AT HAND

Searchlight Busy All Night Covering Refugees While Battle Raged.

Searchlight Busy All Night Covering Refugees While Battle Raged.